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State of the Country of the most remarkable Points
of the Coast of the Indian Ocean, with the height of the
Mountains above the level of the Sea, &c. &c. &c.

COLLECTION of PAPERS

concerning

The NAVIGATION, WINDS, and WEATHER,

at

The French Islands

MAURITIUS and BOURBON.

Published at the Charge of the East India Company,

by

Dalrymple.

1794.

L O N D O N :

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Table of the Geographical Positions of the most remarkable Points of L'Isle de France, or Mauritius, with the height of the Mountains above the level of the Sea, deduced from geometrical operations in 1753, by Abbé de la Caille.

	South Latitude.	East Longitude fr. Greenwich.	height above the Sea in toises.
Summit of the Island, called Parafol . . .	19° 48' 55"	57° 46' 10"	83
D° . . . D° . . . I. Ronde . . .	19. 50. 34	57. 45. 6	165
D° . . . D° . . . Coin de Mire . . .	19. 56. 12	57. 34. 37	81
Gunner's Point	19. 59. 50	57. 30. 49	
E. Point of the Great I. d'Ambre . . .	20. 2. 9	57. 40. 28	
Rocky Point	20. 2. 39	57. 29. 13	
Foot of the Flag-Staff, of the Look-out where Vessels are first seen . . . }	20. 6. 44	57. 35. 14	134
D° . . . D° . . . of Long Mount . . .	20. 7. 56	57. 29. 51	89
The Front of the New Church, at Port Louis . . .	20. 9. 45	57. 28. 0	
Point Flac	20. 9. 49	57. 44. 5	
Foot of the Flag-Staff of the Look-out at Port Louis }	20. 10. 8	57. 27. 10	166
Summit of the Mountain called Pieter-Both . . .	20. 11. 21	57. 30. 48	420
Summit of the Rock, called the Pouce (or Thumb) }	20. 11. 40	57. 29. 25	416
S° Point of the Entrance of Little River . . .	20. 12. 49	57. 21. 14	
Summit of the Piton de la Fayance . . .	20. 14. 28	57. 39. 13	223
D° . . Mountain of the Corps-de-Garde . . .	20. 15. 22	57. 26. 48	369
Piton in the Middle of the Island . . .	20. 17. 9	57. 33. 10	302
Rocky Islet, at water's edge in the Entrance of the East Channel of Port Bourbon . . . }	20. 17. 26	57. 47. 8	
Summit of the Rampart Mountain . . .	20. 18. 2	57. 23. 23	396
The highest Point of the Three Paps . . .	20. 18. 28	57. 24. 42	342
Summit of Bambou Mountain . . .	20. 18. 57	57. 42. 46	322
D° . . of the Hill * of Little Black River . . .	20. 20. 40	57. 20. 13	283
D° . . of the D° * . of Port Bourbon . . .	20. 21. 29	57. 41. 14	249
Flag Staff of Port Bourbon	20. 22. 20	57. 41. 9	
Middle of I. Marie-Anne	20. 22. 34	57. 45. 3	
D° . . Passage Island	20. 23. 44	57. 43. 51	
Piton of Little-Black-River Mountain . . .	20. 24. 18	57. 22. 7	424
Summit of the Mountain de la Porte . . .	20. 26. 50	57. 19. 27	309
D° . . . Hill * Brabant	20. 27. 1	57. 17. 11	283
D° . . . Savana Mountain	20. 27. 2	57. 27. 30	355
SW Point of the Island	20. 27. 50	57. 16. 8	

* Morne.

" Extract of a Letter from Captain *John Blake*, of the Ship *Hallifax*, dated the 19th July 1738, at *Mauritius*, concerning that *Port*, and manner of sailing into it.

" THIS is a most commodious *Port*, where Ships may refresh, or repair, at a small expence, and with great expedition; this Place being a *Magazine* of all sorts of Materials and Stores, that can possibly be wanted, for that purpose; good *Beef* is to be had at 4 Sous p^{r} *French pound*, *Fish* at 1 Sous p^{r} *D^o Stag* at the same price, *Turtle* is plenty, they have them, from *Diego-Rais*, where they keep a *House*, and 8 Men for that purpose, which I the rather mention, in case any of our Ships in making this *Island*, and seeing a *House*, *Smoke*, &c. should think they are people cast away, and should lose time, by endeavouring to take them in, as I should have done, had I seen either; believing the *Island* to be *uninhabited*. The *Ships* that come here, endeavour to make it, and though our Charts lay the *Rocks* 5 leagues off, they are not two.

" I made the body of the *Island* [*Mauritius*] at Sunset the 24th June, bearing WNW 14 leagues, had 16° 30' *West Variation*, stood in for the NE part of the *Island*, 'till I made the two *Round Islands*, which I kept close aboard, going without all the *Islands*, keeping about two miles off them, 'till I came to *Hang-Rock*, which makes like a *Gunner's Quoin*, and *That*, I was not a mile's distance, from. The *French Captains* here inform me, it is quite steep, and that you may go so near, as to throw a *biscuit ashoar*. After passing the *Quoin*, I hauled in for the *Land* SWbS, and SSW, 'till I made a *Reef of Rocks*, lying off *Long-Point*, about two miles, at the most, from the shoar, but you may come within a mile of them, without danger; I had no ground at 60 fathoms 2 miles off, after you pass these, there is no danger. You then see the *Town*,
A and

and *Peter Butt's head*, which is a very remarkable *Peak*, with a *Knob* on the *top* like a *Man's head*, and is the mark for the entrance of the *Harbour* by bringing it open with a *Gap* in the *Land*.

“ After you are past the *Reef*, abovementioned, keep close in with the *Land*, because the *Wind* is off *Shoar*. You may anchor in 15 or 20 fathoms, but the ground is *not very good*, 'till you come near the *Harbour*. I mention this, lest any one should be fearful to sail in the night, that they may not lay to; for the *Current* is *very strong*, especially near the *Islands*, and will set you so far to *leeward*, before day light, as will oblige you to stand to the *Eastward*, to fetch in again.

“ There is *no danger* between the *Reef* and the *Harbour*, so as you don't come under 12 fathoms, you may sail as well in the night as in the day. Whoever comes here, as soon as they are past the *Reef*, and got in with the *Land*, should hoist their *Colours*, and fire *two guns* (if in the night make *lights*) and a *Pilot* will come off, bringing some *provisions*, *vegetables*, &c along with him, and he carries you to the *Harbour's-mouth*, where the *Captain* of the *Port*, comes on board, with *Boats*, *Warps*, &c to assist the *Ship*, and to moor her, before he leaves her.

“ You are; for the most part, obliged to *warp in*, the *Wind* being right out, and the *Channel* narrow, but their assistance of *long Warps*, &c makes it easy, generally getting in and moored in one day. We had the good fortune to *sail in directly*, having a *favourable* wind, but it is not very common.

“ I must also observe, that there is a very good *light*, kept on the *top* of a very *high Hill*, for your *guide* in the *night*, where they hoist a *Flag* in the *day*. The *French Ships* always come between *Hang-Rock* and *Long-Island*, keeping *Hang-Rock*, which makes like a *Quoin*, close aboard, to avoid a *Reef*, off *Long-Island*, which runs

runs off about *two miles*; but there is a *very good Channel*, and no *danger*. They fall in with the *Land* as we did, make *Round Islands*, and then fall in for *Hang-Rock*, or *Quoin*, make the *Reef* off *Long-Point*, and follow the directions, as before. I had never been here before, nor any one on board, and our *Charts* are very deficient, not mentioning any thing about the *passage between the Islands*; therefore as I was a stranger, I did not care to venture on an uncertainty, but I advise it as the *best and surest passage*, for, by going *about the Islands*, you may find a difficulty in fetching in with the *Land*. In case you cannot pass *Hang-Rock*, time enough to get beyond the *Reef* off *Long-Point* before night, it is best to stand to the *Eastward*, making trips till morning; for if you lye to, the *Current* will set you to *leeward*, and oblige you to run to the *Eastward* to fetch in again; and whoever should come here, need not be under any apprehensions of *danger*, there is *none* but what *plainly appears*, and may come within *two miles* of; I am the first *English Ship* that has visited this *Island*, since the *French* have been in possession of it, and I meet with great civilities."

On a MS Map of *Mauritius*, is the following Note signed I. B. supposed Capt. John Blake.

"The Body of the *Island* lyes in $20^{\circ} 10' S$. [$20^{\circ} 20'$].^{*} It is about 20 leagues long and 15 broad; it is inhabited by the *French*, and is the general *Rendezvous* for refreshing, and watering, their *India-Ships* both outward and homeward bound. It is also designed, and is well situated, for *Ships of War* and *Privateers* to refresh, careen, and refit, [at] &c; as also to intercept, and annoy, the *India-Trade* of *other Nations*, in time of War. The *Town* and *Harbour*, a fine *Port* on the NW part of the *Island*, being a *Magazine* of *Naval Stores*, *Sea Provisions*, &c. so that it may [justly] be reckoned of equal consequence to the *French*

^{*} [] From another copy of the same Map; Abbé de la Caille makes the *Island* extend from $20^{\circ} 0' S$ to $20^{\circ} 28' S$, so that the *Middle* will be in $20^{\circ} 14' S$.

French, in the *East Indies*, as *Mabon* is, to the *English*, in the *Mediterranean*; and in time may prove a *Thorn*, in the *East India Trade*, to other Nations. It is a *fine Country*, adorned with *Trees* of all sizes; The *West Side*, from *Port Louis* to the *Savannah*, is mountainous and rocky; abounding with *Wild Goats* and *Hogs*: From *Port Louis* Eastward to the *Savannah*, is a *fine Country*. About *Flac*, it is level and free from *Stones*, with an infinite number of *Rivulets* [and abounding with *Deer*.]

“ The *Port* is situated about the Latitude of $19^{\circ} 50' [15']$ S,^a and is very remarkable by the *Mountain*, *Peter Butt*, which you must bring to bear SEbS, and steer for the *Entrance* of the *Harbour*, to the *Point* of the *Reefs*; the mark for running in, or anchoring in the *Road*, is to bring *Peter Butt*, and the *little Peak*, under it, in one, and the *Gap*, open to the *Westward*. You have no *Soundings* till well in, first 40. 30. 20. 10. to 9 fathoms, where you may ride, till you have an opportunity to warp in, which you are obliged to do, the *Winds*, for the most part, being off the *Hills*, and the *Channel* narrow. After you are in, you lye, secure from *Wind* and *Weather*, at the upper part of the *Harbour*, in about 4 or $4\frac{1}{2}$ fathoms. You moor with BB \rightarrow to the ENE, and SB \rightarrow to the WSW, so as to ride between both to the SSE winds, which blow fresh, in flurries. You also lay your *stream* \rightarrow to the NW astern, to prevent your Ship tending to the *Sea-Breeze*, as the *Harbour* is narrow. I. B.”

SE Port on MAURITIUS, called by the *French*,
PORT BOURBON.

“ This *Port* is situated about the Latitude $20^{\circ} 30'$ S.^b It has two *Entrances*, and a good deep *Channel*, though narrow, the *West Entrance* is the best: in coming in, you keep the *little Island*, [on the *Bank*,] close aboard, and after you are round it, you

^a There is a great mistake here in the Latitude; The New Church at *Port Louis* is in $20^{\circ} 10'$ S by *Abbé de la Caille*. D

^b *Abbé de la Caille* $20^{\circ} 22'$ S. D

you haul to the Eastward, to avoid the *Point* of the *West Reef*, where you may \rightarrow , in the *Basin*, in 25 or 30 fathoms. If you are for the *Harbour*, you may perceive the *Channel*, by the *Colour* of the *Water*; there being no danger but what plainly appears. The *Harbour* is defended from all Weather, by a *Reef*, which is a great part dry at low water, there is a *little Basin* at A, in which Ships, of any burthen, may careen. At the foot of the *Reef* is $4\frac{1}{2}$ fathoms. It is difficult to get out, by reason of the *Trade-Winds* setting in, except about full and change, when it is subject to variable winds, and often fine Land Breezes."

On a *Plan* of the *Port*, without name, are the following *Directions*, for Sailing into the *NW Harbour* of MAURITIUS.

" Coming from the Eastward, the *first Land* you'll make, will be a *small Island*, bearing about WbS of you, providing that you make it in about the Latitude of $20^{\circ} 5' S$. and soon after that, you will see the NE part of the *main Island*, with the same bearings, run on boldly to the *Westward*, till you bring *Long-Island* to bear NE about 3 miles, at which time the *Gunner's Quoin* will bear South, about 1 mile; give the *latter* a pretty good birth to the *Eastward*, then luff in with the *first low Point* of *Land*, upon the *main Island*, from which steer SW (if the wind blows off the Land) but if the *Sea-breeze* comes in, steer more *Westerly*, on account of the *swell*, it commonly brings in with it, untill such time you bring the *Fort*, upon the Starboard-hand, going into the *Harbour*, to bear South, or rather to the *Eastward*; then you are abreast of the *first warping-buoy*, which will be close along side, upon your *Larboard-hand* going in, so stand on, and when the NW *Point* of *Cooper's Island* bears SE, then you are abreast of the *second warping-buoy*, from which steer SSE untill the *Fort* upon the *Point*, on starboard-hand, bears SSW, then steer

B

SEbS,

SEbS, untill the said *Fort* bear WbS, and the NW *Point of Cooper's Island* due E, then you have just entered the *Harbour's Mouth*, and observing to take your Sails in judiciously, having but little ground to run on, you may stand on, and having good anchorage, in 4 fathom water, *black muddy ground* with much *small weeds* and *young Coral*.—The *Bearings* as follow, viz. the *Fort* upon the *Point*, on the Starboard-hand going in, NWbW½W, *Bullocks Fort* SWbW, the *first Windmill*, on the Starboard-hand going in, SSW, the second D^o upon the *small Island* SbE, *Fort St. Barb* SEbS, *Peter Buti's head* SE½S, the NE angle of the *Magazine Wall* SE½E, the SE point of *Cooper's Island* N½E, *Bourdiniers* NbW, the *Westermost Point of Cooper's Island* NNW.

“ The *Soundings* are pretty regular in this *Harbour*, but in general very shallow, I thought it the most exact method to mark the *depths* of water in *feet*, instead of *fathoms*, as I did my *line* on the same account. During the time we lay in this *Harbour*, which was from the 15 June 1752 O. S. untill the 20th October following, we had frequent *Sea breezes* blowing for the space of five or six hours, and I've observed it to keep veering, from the W to the NW, for two or three days upon a Stretch, and sometimes you'll have no *Sea-breeze*, for 10 or 15 days running; (in that case) you can come to an anchor in *Turtle-Bay*, in 30 or 35 fathoms water, when *Hang-Rock*, or the *Gunners Quoin*, will bear NEbE of you, *Brows-bay* about 1½' SSE, and the North End of *Cooper's Island* SSW about 4 miles, the *Westmost Land* in sight SWbW, then you are ready for the first Spurt of Wind, that offers, to blow you in, and besides observing the above mentioned directions, be sure to keep your lead constantly going on both sides, the channel being very narrow, in and about the *Harbours Mouth*.”

On

On a " *Plan of the North West Harbour, and Forts, on the Island of MAURITIUS, in 20° 05' South Latitude, 54° 55' Longitude East of London by Charles Kelly,* " are the following Directions, to sail into the Road.

" If a *Fleet* going from *Europe* to *Mauritius*, it would be proper to make the SE part of the *Island* first, and round it, so as to have the *East side* fairly open, then steer about WbN, till you get into the Track of the *Shrewsbury East-Indiaman*, keeping at 2 miles distance from the *Shoar*.^a The *Shrewsbury* anchored in the *Rood* in 8 fathom water. The *Flag-staff* bearing SEbS, and the *Extremes* of the *Land*, from SWbW to NE, distance from the *Flag-staff* about 3 miles. By several Sights in the *Road*, I found the *Variation* to be 15° 17' W. The *Island* lyes in

^a Mr. *Charles Kelly's* Journal of the *Shrewsbury*, Indiaman, 1769.

" 23d June. At 6 AM *Variation*, 2 azimuths, 14° 57' W [then in sight of *Mauritius*.]

At Noon, Lat. O. 19° 56' S.

The *Extremes* of *Mauritius* . S½W to WbN½N [WbS½S?]
distant 3 leagues,

Four *Islands*, names unknown { [Hang-Rock] WbS
[Long Island] NbW
[Round Islands] { NEbE
ENE

H. Weather. Winds. Course. K. F.
1 . Cloudy . SSE . WSW . 4.2

At 1 PM, Passed between the two *Westernmost Islands* about mid-channel, no soundings 30 fathom."

in the *SE Trade*, and has frequent *Sea-Breezes*, and seldom misses, about the *full* and *change* of the *Moon*, to blow fresh from S to SW, for 3 or 4 days together. If a *Fleet*, at such a time, was bound in, I think, they may run down the *West side*, at a proper distance, and into the *Road*, with Safety, without being annoy'd by any *Battery*, till they open the *Road*: Whereas, in coming in from the *Eastward*, they must pass a *chain* of *Batteries*.—I was informed by the *Pilot*, that they had lately fixed a *chain*, or *boom*, that reaches across from *Cooper's Island* to the *Point of Fort Royal*. In rounding the *East Side* of the *Road*, I saw several *Staffs* with *white Flags* on them, in the water, arranged, as I judged, near the edge of the *Sand*, suspecting a *deception*, I ventured in the night to examine into it, and pulling up one of them, I found the *Staff* was fixt in the *Buoy*, and the rope of such a length to float the *Buoy* within about 2 feet of the *Surface*. I dropt the hand-lead and found 8 fathoms water."

Meteorological

Meteorological Journal

at

MAURITIUS, or ISLE DE FRANCE,

1768 and 1769.

From " Voyage à l'Isle de France, &c." 1773, 8°

1768, *July*. " During this Month, the Winds prevailed in the SE quarter, from whence they blow almost the whole year. The Sea-Breeze is very fresh * in the day; in the night calm. Although this is the *dry season*, rain often falls; it comes in pretty violent squalls, of short duration. The air very cool. † Cloth Cloaths can scarcely be dispensed with.

August. " It rained almost every day. The top of the Mountains covered with vapours like smoak, which descend to the Plain, accompanied with gusts of wind. These Rains often form *Rainbows* on the sides of the Hills, which nevertheless are not less black. ‡

September. " Same weather and same wind. This is the Harvest. If Heat and moisture are the only causes of vegetation why does nothing shoot in this season? It is not less warm than the Month of *May* in *France*.

October. " Same temperature, the air a little warmer; it is always cool in the interior of the Island. At the end of this Month they sow their *Wheat*, in *four months* they reap it; then they sow *Maiz*, which is *ripe* in September. These are *two Crops* from the same Field; but this is not too much for the Pests with which this Land is desolated.

November.

* La brise est forte. † très frais ‡ qui n'en font pas moins noirs.

November. " The Heats begin to make themselves felt, the Winds variable, and sometimes come round to the NW; Squalls of rain fall. * No Veffels from France, no Letter: It is melancholy to wait from Europe, some portion of its blessings. b

December. The Heats are oppressive, the Sun in the Zenith, but the Air is tempered by the abundant rain. It seems to me that I have experienced greater heat in some days of the Summer at *Petersburgh*. At the commencement of the Month, I heard *Thunder* for the first time since my arrival.

" 23d. In the morning, the Wind being at SE, The Weather threatened a gale of wind. c The Clouds gathered together at the tops of the Mountains, they were olive and copper-coloured; above was observable a long streak that remained immoveable; The lower clouds flew very rapidly. The *Sea* broke with great noise on the *Reefs*. Many *Sea-Birds* came, from the Offing, to take refuge at land.

" The Domestic animals appeared uneasy. The Air was heavy and hot, although the Wind was not fallen.

" As all these signs prognosticated a *Hurricane*, every one hastened to prop his House with Supporters, and stop up all the Openings.

" Towards 10 o'Clock at night The *Hurricane*, came on. It was terrible puffs, followed with moments of frightful calm, when the Wind seemed to be regaining its strength. It continued thus encreasing during the night. My Cabin giving way
I passed

* Se tombe des pluies orageuses.

* d'attendre de l'Europe quelque portion de son bonheur.

* le temps se disposa à un coup de vent.

I passed to another part of the Dwelling. My Hostess was drowned in tears, with the fear of seeing her House destroyed: No body went to bed. Towards Morning, The Wind having still redoubled, I perceived that a whole front of the Palisade, of the Compound, was falling; and that a part of our Roof was rising at one of the Angles: I repaired the damage with some Planks, and ropes. In crossing the *Court* to give some Orders, I thought several times that I should have been blown down. I saw, at a distance, Walls falling, and the Shingles of Roofs flying about, like a pack of cards.

Towards 8 o'Clock in the morning, *Rain* fell, but the *Wind* did not abate. It was driven horizontally, and with so much violence, that it was like so many *Spouts*, where ever there was the smallest openings. It spoilt part of my papers.

" At 11 o'Clock, the *Rain* fell from the Heavens in *Torrents*. The Wind lulled a little, all the *Ravines* of the *Mountains* formed on every side prodigious *Cascades*. Pieces of the *Rock* broke loose with noise like *Cannon*, in rolling down they made great *lanes* in the *Woods*. * The *Rivulets* overflowed into the *Plain*, which was like a *Sea*; neither *Dikes* or *Bridges* were to be seen.

At 1 o'clock after noon, The Wind flew round to the NW. It threw the *foam* of the *Sea*, in great clouds upon the *Land*. It threw the Ships, that were in the *Harbour*, upon the shoar, they fired guns in vain; for no assistance could be given them. By these new shocks, the Buildings were shaken the otherway, and almost with as much violence. Towards Noon the *Wind* changed to *East*, then to *South*. It thus made the circuit of the horizon in the four and twenty hours, as it usually does; after which all was calm.

" Many

* elles formoient en roulant de larges trouées dans les bois.

" Many Trees were blown down, Bridges carried away; Not a leaf remained in the Gardens: Even the Grass, this stubborn dogs-grass, appeared in some places shorn to the surface of the ground.

" During the tempest, a good-Citizen, named *Le Roux*, sent his Black-Workmen every where to offer their assistance *gratis*. This Man was a *joiner*. Good actions should never be passed over in oblivion: especially here.

" An Eclipse of the Moon at 5^h 4^m in the evening was predicted, but the bad weather prevented the Observation.

" The *Hurricane* comes every year regularly in *December*: sometimes in *March*, as the Winds go all round the horizon there is no *vault* [or cave] where the *Rain* does not enter. It destroys a great number of *Rats*, *Grasshoppers*, and *Ants*, and it is sometime before they are seen again. It has the place of *Winter*, but Its ravages are more terrible. That of 1760 will be long remembered: an *Outside-Shutter* was carried in the air, and darted like an arrow against a *Roof*. The *lower-masts* of a 64 gun Ship, which were without *yards*, were twisted and broken. There is no *Europe-Tree* that is able to resist such violent whirlwinds. We have seen how Nature has defended the *Forests* of this Country.*

1769, *January*. " Weather rainy, hot and heavy, very violent squalls,* but little Thunder. As the Gusts of Wind are violent at this Season, the Navigation ceases from *December* to *April*.

" All

* This refers to a remark made before, " that the Trees here, were not high, the heads not much branched, very heavy, and so connected together with creepers, as to enable them to resist the *Hurricanes*, which would presently blow down the *Oak* and the *Firs*." D

* grands orages.

" All the Meadows are green again, the Country is more gay but the Sky more dismal.

February. " Stormy Weather, and violent gusts of Wind. The *Boat l'Heureux*, dispatched to *Madagascar*, perished; as well as the Ship *Favori* from the *Cape*.

" 25th of this Month the Clouds, gathered together again by the NW Winds, formed a long immovable band, from the *Flag-Staff Mountain* to *Cooper's Island*, a prodigious quantity of thunder-claps issued from it, the Storm lasted from 6 o'Clock in the Morning to Noon. The Lightning fell a great many times. A Grenadier was killed by one flash, a Negro-Woman by another, as well as an ox on *Cooper's Island*. A Musquet was melted in the house of an Officer. The People here say there is no example of *Lightning* having ever fallen in the *Town*; for my part I never heard such violent Thunder. It seemed like a Bombardment. I believe if cannon had been fired, the explosion would have dissipated these immoveable clouds.

March. " The Rains a little less frequent. The winds always at SE, the Heat supportable.

April. " The Weather fine. The Grass begins to dry, and, when set on fire, it leaves, for seven months, a Country painted black.

May. " Towards the end of this Month, the Winds changed to the West and NW, as is customary. This is the dry season. * I was at the *Plains of William*, where I found the Air of a very agreeable coolness.

June.

* nous voilà dans le saison seche.

June. "The Winds are fixed at South, where they are almost always. The little Squalls with Rain, recommence.

"There is no malady particular to this Country; but people there die of all the diseases of Europe. I have seen death by apoplexy, small-pox, complaints in the Stomach, and obstructions in the Liver, which arise more from chagrin, than from the quality of the water, as they allege. I have seen a Stone larger than an Egg extracted from a native Blackman. I have seen Paralytiques, and gouty persons in great torments, Persons subject to *Epilepsy*, seized with their fits.^a Infants and the Blacks are very subject to Worms: The Venereal disease produces vermin^b in the last: They are from painful cracks in the soles of the feet. The Air there, is good like Europe; but it has no medicinal quality, I do not even advise gouty people to come there; for I have seen such remain, more than six months at a time, confined to their bed.

"The Constitution is sensibly affected by the change of Season. Bilious Fevers are prevalent, and the heat also occasions ruptures, but, with temperance and bathing, health is preserved. I observed however that the Inhabitants of cold Countries enjoy a more robust health and more active spirit: it is very remarkable that History makes no mention of any celebrated Person, born between the Tropicks, but *Mabomet*."

Short.

^a des epileptiques saisis de leurs accès.

^b des crabes.

Short Account of the *Hurricanes, or Gales of Wind*, at *BOURBON*,
from 1733 to 1754.

From Mem. de l'Academie des Sciences, 1754.

Abbé de la Caille, tells us, that having been at *Bourbon* during the *rainy Season*, and only remained there *forty* days, he could not give, from his own knowledge, a *circumstantial Description* of that *Island*: he adds.

“ Although larger than *MAURITIUS*, it is however only a *great Mountain*, in a manner cloven through the whole height, in three different places. Its Summit is covered with *Wood*, and uninhabited, and its declivity, which extends down to the Sea, is cleared, and cultivated in two thirds of its circuit: The remainder is covered with *Lava* of a *Volcano*, which burns gently and without noise: It only appears a little violent* in the rainy Season.

“ The *Island BOURBON* has no *Port*; it only has two *Roads*; the one very near the *shoar*, and little safe, it is in the District of *St. Denys*: the other, in a great *sandy bay*,^b where the Sea is pretty smooth, but the landing difficult; this Place is called the District of *St. Paul*.

“ For want of a safe *Port*, the Vessels do not chuse to remain at anchor, at the *Island BOURBON*; especially during the *rainy season*, when this *Island* is subject to terrible *Hurricanes*, which expose them to great danger. It is nevertheless at this season they are obliged to go there, on their return to *FRANCE*, as well for provisions, as to load the *Coffee*; which is the principal commodity of this *Island*.

“ These

* il ne paroît meme un peu ardent que dans la saison des pluies.

^b grand anse de sable.

" These *Hurricanes*, which our Mariners call *gales of Wind*;^b are also felt at *Mauritius*, but commonly with less fury, and damage, whether it is that the *Volcano* in *BOURBON* encreases their violence, or that this *Island* being *higher*, and formed of one *single Mountain*, which has only *three breaks*,^c and not composed of *several Chains* like *Mauritius*, the *Torrents* formed by the *Rains*, which bring the *Hurricanes*, make the greatest devastation, because they are not separated by a great number of *Valleys*, and because they are more rapid, in their fall, by coming from a greater height.

" The *Hurricanes* are not customary to happen but from *December* to the end of *April*: They are more particularly dreaded at *full* and *change* of the *Moon*. At this Season the Vessels don't chuse to \rightarrow at *Bourbon*, except *four* or *five days* after the *New*, or *Full Moon*: they don't remain more than *five* or *six days*, or even less, in fear of being caught in the neighbourhood, at these two dreadful *Phases*. This precaution, though prudent in regard to the shortest stay possible, is not always infallible for escaping the *gales of wind*, or *Hurricanes*, as will be seen by the List of Those that have happened for *twenty years*. It was given to me by M. *Brenier*, Counsellor-Commandant at the *Island BOURBON*, who has kept an *exact Register* since his residence in this *Island*. I have added to the *dates* of these *Hurricanes*, the *day* and *hour* of the nearest *Phases* of the *Moon*, as well as that when *It* had passed the *apogee* or *perigee*.

1733, The night between the 10th. and 11th. *December* 1733, there was a great *gale of wind*^d at North: the vessels that were in the *Road* of *St. Paul* put to Sea, and returned a few

^b coups de vent.

^c crevasses.

^d grand coup de vent.

1733.

a few days after, without damage; one only remained safe at 4^h. A Ship and a Boat which were at *St. Denys*, were driven ashore; nine persons perished. *New-Moon* the 6th, 3^h 30^m. P. M. 1st Quarter 14th, 11^h 30^m. A. M. ☽ apogee 4th.

22d December, there was a gale of wind, at *South*: *Full-Moon* 21st, at 3^h 15^m. A. M. ☽ perigee 20th.

1734. 9th January, there was a gale of wind, at *East*, which continued, with a few hours intermission, till the

15th, the wind changed to *West*; a Vessel that was at *St. Denys* put to Sea. *New-Moon* 5th at 11^h. A. M. 1st Quarter 12th at 10 P. M. ☽ perigee 14th.

25th. The night between the 25th and 26th January of the same year, violent gale of wind, which continued, with the rain, to the

29th. Last Quarter 27th at 1^h 15^m. A. M. ☽ apogee 29th.

13th March. Gale of wind, at sea,* pretty hard at *Mauritius*. A Vessel that was at *St. Paul* put to sea. 1st Quarter 12th at 1^h 45^m. P. M. ☽ perigee 11th.

1735. 26th January. There was a gale of wind, which at 4 P. M. began at *West*; it changed to *East*, and blew all the 27th. *New-Moon* 24th at 6^h. A. M. ☽ apogee 22d.

22d January,

* coup de vent au large.

1736. 22d January, there was a *gale of wind*, which lasted till the 25th; the *rain* did not cease till the 30th. 1st Quarter 21st 9^h 30^m A. M. » *apogee* 15th, *perigee* 29th.

5th February, incessant *rain*, to the 10th inclusive.

7th *gale of wind*. Last Quarter 4th at 0^h 15^m A. M. » *apogee* 12th.

1737. 28th January, *violent gale of wind*, from Noon to next day at 5 A. M.; it blew from SW. *New-Moon* 31st at 0^h 30^m A. M. » *perigee* 20th.

4th April, *gale of wind* at St. Paul's, from 3 A. M. to next day at Noon; it was felt to the Eastward of the Island from the 1st of the Month. *New-Moon* 31st March Noon. 1st Quarter 8th April at 11^h 30^m A. M. » *apogee* 31st March.

1738. 13th February, *gale of Wind*, which began at SE, at 11^h A. M. it veered to South and SW round to North, the 14th A. M. Last-Quarter 11th at 8^h P. M. « *perigee* 10th.

1739. 12th January, a *middling gale of Wind*, from 8^h P. M. to Midnight; it was at West. *New-Moon*, 9th January, at 9^h P. M. « *perigee* 7th.

22d March, *gale of Wind*, at North: continual *rain*, to the 26th. *Full-Moon* 25th at 8^h 45^m A. M. « *perigee* 30th.

1740. 21st. January, *gale of wind*, from South to NE, it began at 3^h A. M. and continued to the next day at Noon. Last-Quarter 22d at 4^h 45^m « *apogee* 15th.

28th.

1740.

28th February, *gale of wind*, at *St. Denys*, which was only perceived at *St. Paul*, by the *great swell*. *New-Moon* 27th at 10^h. A. M. ☾ *perigee* 25th.

13th March, *gale of wind*, at *South*, which began at 8^h. A. M. and continued all the *day* and all the *night*. *Full-Moon* 13th at 4^h. P. M. ☾ *apogee* 9th.

1742. 10th January, *gale of wind*, at *North*, from 7^h. P. M. to 11^h. A. M. *New-Moon* 7th at 1^h. 45^m. A. M. ☾ *perigee* 12th.

1743. 8th March, *gale of wind*, at *South*, at 8^h. P. M. to next day at 4 P. M. It did more mischief at *Mauritius*, than at *Bourbon*. *Full-Moon* 10th at 2^h. P. M. ☾ *perigee* 3d, *apogee* 17th.

1744. 9th January, The night between 9th and 10th, *gale of wind*, at *North*; the 10th at Noon the wind fortunately changed to *South*, by favour of which a Vessel going on the Coast was saved,* and put to Sea. *Last-Quart* 6th at 10^h. P. M. ☾ *apogee* 13th.

1745. 12th February, *gale of wind*, at *North*, from 3 P. M. all next day; the *rain* continued to the 19th. *First-Quarter* 9th at 10^h. P. M. ☽ *perigee* and *full* 16th.

1746. 19th January, *violent gale of wind*, which began in the morning at *East*, changed to *North* and continued all night; after a little *Calm*, it veered to *West*, to *East*, and to *South*: it did not end 'till the 22d in the evening. *New-Moon* 21st at 8^h. P. M. ☽ *apogee* 27th.

16th

* qui alloit a la côte s'est relevé.

1746. 16th February, in the night between the 16th and 17th, gale of wind, which lasted but a little time, though it very much damaged the *Maiz*. *New-Moon* 20th at 0^h 45^m P. M. ^b at mean distance.

6th April, terrible gale of wind, at North, the violence of which lasted from 6 A. M. to 6 P. M. A Portuguese Ship, without rudder and reduced to one mast, was wrecked on the beach; ^b twelve persons perished. The wind having changed to South in the evening, the Sea became all at once still, the Ship remained dry upon the beach, where it had bed-ed itself. Those who remained aboard were saved. *Full-Moon* 6th at 4^h 45^m A. M. ^b in perigee.

1747. 11th January at 7 P. M. gale of wind, which began at NE and continued all night veering to South. *New-Moon* 11th at 5^h 15^m A. M. ^b perigee 6th.

1748. 21st January, gale of wind, from 4 P. M. all night. *Last-Quarter* 23d at 3^h 30^m P. M. ^b perigee 27th.

28th March, violent gale of wind, at South; it commenced at 1^h P. M. and ceased after Sunset, after a calm of one hour about 5 o'Clock: much rain this day and the following, during which were felt some hard puffs of wind. ^c *New-Moon* 29th at 6^h 30^m A. M. ^b perigee 22d.

1750. 31st January, gale of wind, during the night which preceded the 1st February; it was at North, and violent at *St. Denys*; at *St. Paul's* it was not so hard ^d and at SW. *Last-Quarter* 30th, at 8^h 45^m P. M. ^b apogee 26th.

4th March, middling gale of wind. *New-Moon* 8th at 11^h A. M. ^b perigee 8th P. M.

18th March.

^b fable.

^c quelques fortes bouffées de vent.

^d moins fort.

1750. 18th March, *gale of wind, more violent than the preceding;*
it lasted till

20th, at 9^h A. M. *Full-Moon* 23d March at 4^h 30^m A. M.

▷ *apogee.*

1751. 26th March, in the night between 26th and 27th, there
was the most *terrible Hurricane* that any person living on
the *Island* ever saw; It was at East, and made dreadful
ravages from the East to *St. Paul*. *New-Moon* 27th at
Noon. ▷ *perigee* 29th.

1752. 4th February, *gale of wind*, at ENE which was not
general over the *Island*. *Last-Quarter* 7th at 9^h 30^m A. M.
▷ *apogee* 9th.

21st December, *gale of wind*, at North, and great *rain*;
two Boats were wrecked. *Full-Moon* 21st at 4^h A. M.
▷ *perigee* 22d.

1753. 12th March, *gale of wind*, at North, which endangered
one of The Company's Ships. *First-Quarter* 12th at
7^h P. M. ▷ *perigee* 14th.

26th March, a *kind of gale of wind*, which obliged a
Ship to put to sea. *Last-Quarter* 26th at 10^h P. M.
▷ *apogee* 28th.

1754. 10th January, a *kind of gale of wind*, which began at
NE, rested at NNW and veered to SW. *Full-Moon* 9th
at 6^h A. M. ▷ *perigee* 11th.

19th }
20th } April, *gale of wind and Hurricane*, which made
21st } great devastation on the *Island*; I have only the
report, without any detail. *New-Moon* 22d at 6^h 15^m P. M.
▷ *apogee* 18th."

An account of a *Hurricane* at BOURBON in 1770.
From " Voyage à l'Isle de France, &c." 1773, 8^o Vol. 2, P. 8.

" From the 25th to 30th November 1770, the Sea-wind was so fresh that few Boats, from the Vessels in the Road, came ashore. Our Captain took a favourable moment to return aboard, where his business called him, but the bad weather prevented his coming back.

" This Sea-Wind, which always comes from SE, springs up at 6 A. M. and dies away at 10 P. M. At this season it continues day and night with equal violence.

" 1st December the Wind fell, but a monstrous Swell came from Sea, and broke upon the shore with such violence, that the *Centinel*, on the *Bridge*, was obliged to quit his post.

" The *Top* of the *Mountains* was covered with thick clouds without motion. The wind still blew gently from SE, but the Swell came from the West. Three great-Waves incessantly followed each other, they were visible along the Coast, like three long Hills, they threw up from their tops spits^b which formed a kind of hair. They drove upon the shore, forming an Arch which rolling over, rose in Foam above fifty feet high.^c

" Respiration was difficult, the air heavy, the sky obscure, flocks of (*corbigeaux*) and *Tropick-Birds* came from Sea and took refuge on the Land. The Land-Birds and animals appeared uneasy. Even Man felt a secret dread at the prospect of a frightful storm, in the midst of a Calm.

" The

^b Jets d'eau.

^c Elles s'elancoient sur le rivage, en formant une voute, qui se roullant sur elle même s'elevoit en écume, &c.

" The 2d in the morning, The wind fell at once, and the swell encreased; The waves were more numerous and came from a greater distance. The Shoar beaten by the waves was covered with a white froth like Snow, which got in heaps like bundles of Cotton. The Vessels in the road laboured very much at \rightarrow .

" There was no doubt this was a *Hurricane*, they drew well-in upon the Land, the *Pirogues* that were on the pebble-beach; and every one hastened to secure his house with ropes and props.

" There were at \rightarrow , *l'Indien*, *le Pentbievre*, *l'Amitie*, *l'Alliance*, *le Grand-Bourbon*, *le Gerion*, a gaulette and a small boat. The Coast was lined with people drawn there by the appearance of the *Sea*, and the danger of the Vessels.

" At Noon the Sky became prodigiously charged, and the Wind began to freshen from SE, there was an apprehension then, that it would change to the Westward, and that it would drive the Vessels on the Coast. The signal was given, from the Battery, for their putting to sea, by hoisting the Flag and firing two guns with shot. Immediately they cut their cables and made sail. *le Pentbievre* left her boat, which could not get on board again. *l'Indien*, at \rightarrow farther out, went away under her four principal sails. The others got away successively. Some Blacks, who were in a Boat, took refuge on board *l'Amitie*. The little Boat and the Gaulette were already in the Waves, where they disappeared from time to time; they seemed to be afraid of putting to sea; at last they got under sail, with the
anxious

^b on craignoit alors qu'il ne tournât à l'orient, & qu'il ne jettât les vaisseaux sur la cote.

anxious prayers of all who saw them. In two hours all this fleet were out of sight to the NW in the midst of a black horizon.

" At 3 P. M. The *Hurricane* came on with a frightful noise; and all the Winds blew successively. The Sea beaten, agitated in all directions, threw on shoar clouds of Foam, Sand, Shells, and Stones. Some Boats repairing, at fifty paces from the shoar, were buried under the pebbles; The Wind carried away a part* of the roof of the Church, and the Colnade of the Government-House.

" The *Hurricane* continued all night, and was not over till the 3d in the morning.

" The 6th, the two first Vessels that returned, were the little Boat and the *Gaulette*; they brought a letter from the *Penthièvre*, which had lost its main topgallant mast. They themselves had met with no accident.

" The 8th *Le Gerion* appeared, it had gone to *Mauritius*, by it we learnt that the Storm had there wrecked the King's Flute, *La Garonne*, at †.

" In short till the 19th successively accounts were received of all the Vessels except *l'Amitie* and *l'Indien*. The strength and size of the last seemed to secure her against any accident, and it was not doubted she had pursued her voyage to the *Cape Good-Hope*, and from thence to *France*; besides I knew this to be the Captain's intention."

In

* un pan de la couverture.

In " Voyage à Madagascar, &c." by *Abbé Rochon*.
 " Discours Preliminaire," P. XXVIII, he has given some
 account of an *Hurricane* at *Mauritius*, he says

" It is necessary to have been in an *Hurricane* to form an idea of this dreadful meteor. The *Hurricane* is almost always accompanied with rain, thunder and earthquake; the atmosphere is on fire, the wind blows with equal violence in every direction; an *Hurricane* is a kind of water-spout, that threatens to deluge that part of The Earth on which it falls. It is at least under this appearance, that Mariners see it at a distance, and the Ships often lye becalmed, at a little distance from the Places, where these terrible storms burst with most violence. If the velocity of the Wind exceeds 150 feet in a second, * nothing can resist its force; the largest trees are torn up by the roots, the most substantial-built houses are blown down, nor can the heaviest anchors, the strongest cables, nor the best-holding-ground, enable vessels to ride out, the wind drives them ashoar, and wrecks them, unless they make a Bed for themselves in the mud.

" I have seen the main top mast of the *Mars*, a 64 gun-ship, when struck, carried away short off, close to the cap, ^b in the *Hurricane* of March 1771, and this *Hurricane* was not, by any means, near so violent as that in February of the same year. Intelligent Mariners can judge of the force that could carry away a maintopmast, when struck, close to the cap; and, after that fact being established, they will not think I exaggerate the velocity of the wind, in reckoning the most violent puffs at 150 feet a second. The extraordinary changes of the *Barometer* in the *Tropical Regions* are the only signs, hitherto had, to foresee the *Hurricane* a few hours before it commences.

" At

* About 88 miles per hour.

^b rompu au ras du chouquet.

“ At the time of the *Hurricane* in February 1771, the sudden *sinking* of the *Mercury* raised an apprehension in me, as well as in M. *Poivre*, it was at 4 o'clock in the evening, M. *Poivre* sent for the *Captain* of the *Port*; this Officer, who was eye-witness to the *Hurricane* in 1761, was not alarmed, like us, at the change of the *Barometer*, he said there were more certain tokens: ‘ twenty-four hours, added he, before the *Hurricane*, you'll see the ‘ *Blacks* come down from the *Mountain*, and announce the *Hurricane*. Besides the *setting* of the *Sun*, will determine me what ‘ measures to take, to prevent, as far is in my power, the ‘ accidents unavoidable, in these dreadful storms.’ M. *Poivre*'s persuasion, and my observations, were not effectual to convince him; He desired us to wait till the *Sunset*. The Sky was clear and serene, but the *Mercury* continued sinking in the Tube of the *Barometer*; the Sun set clear. The *Captain* of the *Port*, who had long served in The India Company's Vessels, left us very well satisfied, and quite secure, in his judgment, against the disaster that threatened: He seemed to pity us for putting so much faith in a *Barometer*. It seldom happens that the obstinacy of a mere practical Seaman, can be got the better of, when he has adopted the absurd notion that all Theory is useless. This race of men is unfortunately very common; and no doubt, he who would undertake to point out all the ills that ignorant and presumptuous Chiefs have done, and do occasion, would not make a collection useless to mankind.

“ The *Hurricane* began at 7 o'clock in the evening, that is to say, an hour after *Sunset*. Before 9 o'clock all the Vessels were driven ashore, except the Flute *Ambulante*, and a small Corvette, named *Verd-Galand*; In a whirlwind this Flute was carried to sea, and the Corvette, attached to her by a Hawser, was foundered.

“ The *Ambulante* without sails, without rudder, without provisions for the crew, and for a detachment of the Irish Regiment
of

of *Clare*, on board this Ship, was for more than 12 hours at the mercy of the winds; the changing of the wind carried them quite round the *Island*, and at last, almost miraculously, drove her ashore, at the only place where, in so violent a storm, the Crew could save themselves. What renders these disasters the more afflicting is the impossibility of giving mutual assistance. A man must remain immovable, in the midst of ruins which surround him; waiting his fate, without a possibility of preventing and escaping it: The violence of the wind and the strength of the torrents forbid leaving the shelter chosen, or the place where you happen to be.

"The *Hurricane* lasted 18 hours, without interruption, with equal violence, the heavy rain, the thunder and lightning did not abate in any degree the force of the wind: but at 3 o'Clock, the *Mercury* that had sunk 25 lines, remained a few minutes stationary, soon after it rose again; from that time the whirlwinds ceased; the wind became more fixed; at last, at 6 o'Clock in the evening it became practicable to give aid to the unfortunate people who were shipwrecked. In these terrible situations, men overwhelmed with the overpowering weight of necessity seem to have lost all sensibility: They wait in a kind of stupor the stroke that is to destroy them. They bear in silence without murmuring the evils that afflict them.

"During this *Hurricane* the Communication between the different parts of the Land was stopped by the fall of Trees, and by the floods; it was *three weeks* before news arrived of the *Ambulante*; which was shipwrecked at a Place only *six leagues* from *Port Louis*. All the Crops were destroyed."

M. L.

M. Le Gentil (" Voyage dans les Mers de l'Inde," Vol. 2, P. 632) says

" There are *four Seasons* at *Isle de France* (or *Mauritius*.)

" The *first* comes in *May* with the SE winds; then, all over the *Island*, are frequent squalls with rain; these rains are of great use to the corn, but sometimes also they injure them.

" The *Second Season* commences when the *first* ends, in *September* or *October*, which is the termination of the SE, and beginning of the NW winds. This is a *dry season*; then the *Sun* approaching the Zenith of the *Island*, begins to heat the Atmosphere, and to bring on the Squalls of rain* and *Hurricanes*, which commence, commonly, in *December*.

" The duration of this 3d *Season* extends to about *March*.

" After which comes the 4th *Season*, this last does not last above 6 weeks and is a *dry Season*.

" This division of the year has more relation to the culture of the Land than to any thing else; for to speak truth, there are but *two Seasons* at *Mauritius*, that of the winds from SE to South, and that of the winds from NE to North and NW. The two intermediate Seasons, of *April* and *November*, are occasioned by the revolution in the air, in the kind of *Monsoon* from SE to NE. The SE winds are strong and violent, but they are not dangerous to Ships, for when they have reached their point of velocity they do not exceed that. The NE winds on the contrary are faint, intermixed with Calms; this is what they call the *rainy Season*, of *storms* and of *Hurricanes*, or in short the *winter*, although it is then the warmest time of the year; but this appellation of *Winter* is given, as well because the Ships do not chuse to expose themselves at Sea in this season, as because they cannot go to *India* but by pursuing a very long and troublesome course.

" The

* les pluies d'orages.

“ The SE wind is very healthy, but nothing thrives in it, in the Places especially which are too much cleared; this is the reason why fruit Trees are produced at Pamplémoufes with so much difficulty, a District entirely cleared, and where wood is very scarce. The *Orange-Trees* and *Citrons* are those which suffer most from SE winds, and which have most occasion for shelter; and it has been remarked that Those growing in the woods, grow fine and lofty, whilst those in the Plain don't thrive at all. This Wind is so destructive to the Trees, that such as it strikes directly, bear no fruit on the side they are struck, none are to be found but on the opposite side.

“ Other Trees are to be seen with only half a head, and that very thin, the rest having been destroyed by the Wind; Other Trees a little more sheltered, shew at a distance a fine round head, and it would be supposed, at a distance, that the Trunk occupied the Center; it is quite astonishing, on approaching it, to see the Trunk, or Body of the Tree, at the extremity of the Head, or bushy part, exposed to the wind. The *Tamarind* Trees are not so delicate, they brave the malignity of the wind, so that they would be a good Shelter for a fruit Garden, but at *Mauritius*, they advance with the utmost slowness, and have hitherto neglected the cultivation of this valuable Tree.

“ At the *Cape of Good-Hope*, the laborious and industrious *Dutch* have learnt to shelter their fruit Trees from this same wind, by intersecting their Gardens with cross Hedge-Rows of Oak.

“ At *Mauritius* there is no ground to hope for any shelter, but at the end of a long series of years, for the Trees grow very slowly on this Island. In place of *Tamarinds*, the *Natives* have planted *Bamboos*, which grow very fast, and produce a pretty good effect, but which themselves injure the Gardens; This Reed extends its

H

roots,

roots, like Flax, to so great a distance from the Stem, and part of its roots are so near the surface, that nothing grows within 12, 15, or even 20, feet distance round them: Often these roots run even farther: it is true that this is remedied by digging a trench 2 to 3 feet deep, and about the same breadth, but this injures the *Bamboo*, which is not so fine, and does not break the wind so well, besides a dry Land is not at all fit for them—in this case they do not thrive, and are of no use against the wind.

“ The Nights are almost always very fine at *Mauritius*, particularly in the season of the NE winds. In this *Season*, the Sun generally rises very clear; towards 10 o’Clock little Clouds gather and accumulate without appearing to denote any thing: the Clouds occupy but a small extent, and have no motion, some drops of water fall, and then the rain is certain; for, in an instant, the Sky is insensibly quite overcast, without any appearance whence the Clouds come, The Rain at the same time encreases, and in less than 5 or 6 minutes becomes so profuse, that often one cannot see at forty toises distant. These Rains continue about two hours, and only happen when the wind comes from the sea; and when it ceases, the Vapours then ascend from the Sea, and the Mountains stop them.

“ In the Season of the SE winds on the contrary one often sees, particularly in the evening, a small rain fall, although to appearance there is the finest Sky imaginable, and the Stars appeared brilliant. It is also at this season that often, in the bottom of the *Port*, Rainbows made by the *Moon*, are seen, a Phenomenon rare at *Paris*.”